



Baby Grand Touring
Type H-4

CHEVROLET MOTOR COMPANY
OF MICHIGAN
FLINT, MICHIGAN

STANDARD EQUIPMENT

Demountable
Rims
Non-Skid Tires
on Rear Wheels
Tire Irons
License Brackets
Front and Rear
Complete Tool
Equipment

PRICE

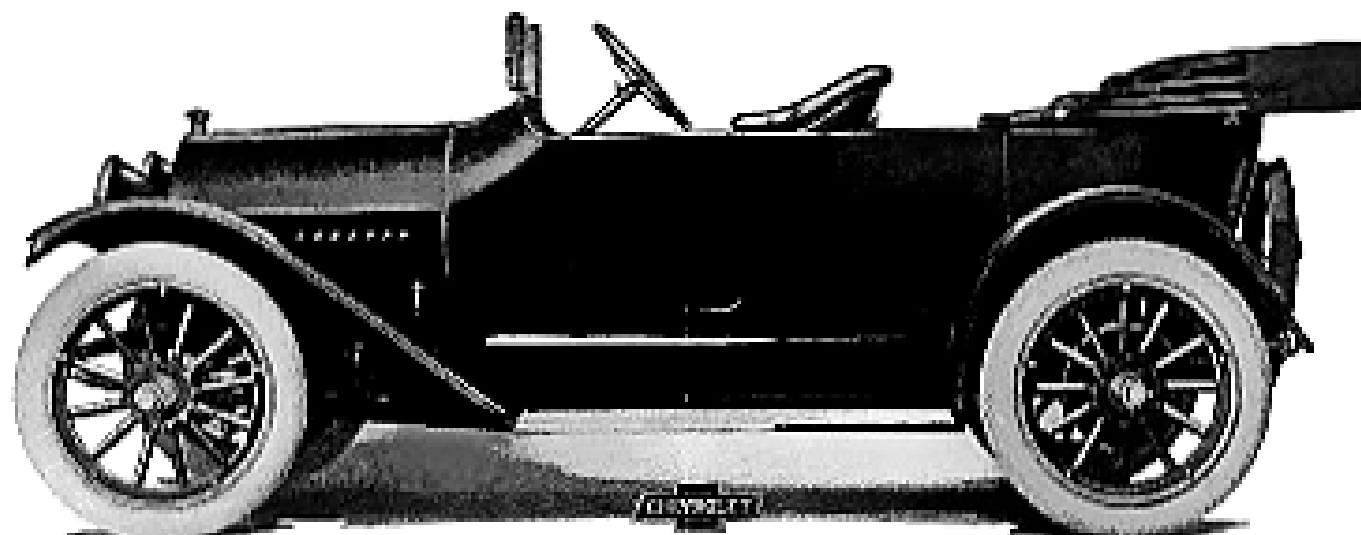
Including lighting
and starting system.

\$750.00

Cash Price, \$1688.

Chevrolet "Baby Grand"

"The Product of Experience"



STANDARD EQUIPMENT

Mohair Tailored
Top, with Cover
and Side Curtains
Windshield
Speedometer
Electric Horn
Complete Lamp
Equipment

NOTE

Auto-Lite, two-
unit starting and
lighting system used

Body Features

The body of the "BABY GRAND" is made of metal, with steel ribs and door-posts, giving sufficient strength to the sides to withstand the pull of the top when raised and the weight and drag of the top when lowered. It allows perfect fitting doors and prevents rattle, which are so objectionable in cheaply made bodies. The doors are hung with concealed hinges.

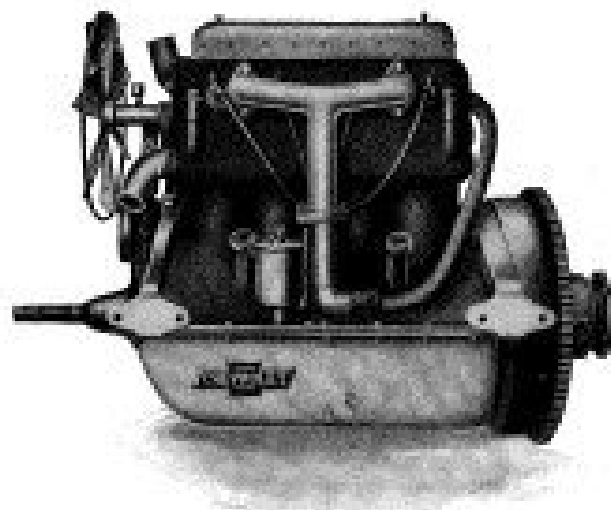
Particular attention is called to the body lines. There is something distinctively individual about the Chevrolet "BABY GRAND" body with its very handsome Brewster-green finish, neat lines and clean-cut appearance. No expense has been spared in the design and materials used in its construction.

A detail of the body which should not be overlooked is the nickel-plated hood ledge on the front side of the dash, providing a proper support for the hood when raised and preventing the marring or scratching of the body.

Attention is also called to the quality of the upholstery in Chevrolet models. We use high-grade buffed leather with curled hair, also the best springs obtainable for the cushions. This combination insures to the owner of a Chevrolet car a comfortable, easy-riding car, together with beautiful body lines and finish.

We manufacture in our own shops our tops, covers and side curtains of high-grade mohair top material. Each top and set of curtains are tailored and individually fitted.

MOST presentations and announcements deal in generalities. Much space is consumed in featuring large factories, perfected organizations, etc. Facts and real information are frequently lacking. It is our purpose to present herein facts and real information of value to our dealers and prospective customers. "No chain is stronger than its weakest link." No motor car is better than its motor.



Intake side of the famous Chevrolet Motor. Four cylinder, valve-in-head type. The most powerful motor (size considered) in the world.

In the first place, it is of the celebrated valve-in-head type.

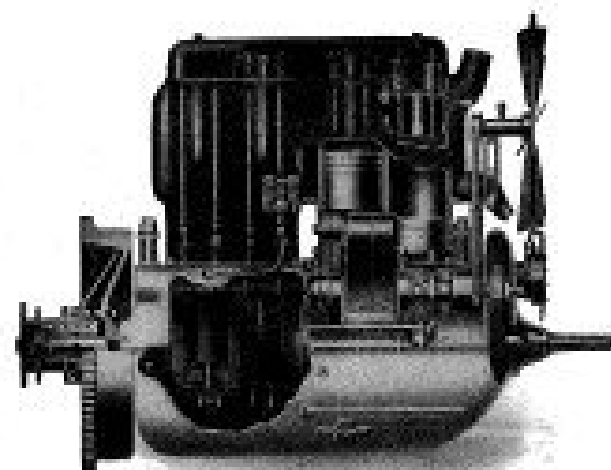
It is *different* from the ordinary valve-in-head motor, having a detachable head (containing all of the valve mechanism) which can be easily disconnected, permitting the grinding of the valves and removal of carbon at the bench.

It is *different* from the ordinary valve-in-head motor in that it has no valve cages, doing away with 64 unnecessary parts, very materially reducing the weight and permitting direct cooling of the valves.

It is *different* from the ordinary valve-in-head motor in that it is built with Doshier bronze back bearings—the best bearings money can buy.

It is *different* from the ordinary valve-in-head motor in design, balance, proportions and accuracy of timing, resulting in a motor which produces more power for its size and weight than any other motor in the world.

It is *different* from the ordinary valve-in-head motor in that it has a very much smaller cylinder bore; but with proper port areas, perfect vaporizing of fuel and our peculiar method of vacuum exhaust, we obtain more mileage per gallon of gasoline than any other motor of its size yet produced.



Exhaust side of Chevrolet Motor showing the valves, pistons, crankshaft, clutch and oiling system.

It is *different* from the ordinary valve-in-head motor in that there is the utmost accessibility to magneto and generator, with no heat interference to destroy the efficiency of these important instruments; the exhaust pipe also carries the heat away from the toe-board and floor-boards, making the front part of the car most comfortable and requiring no ventilation.

It is *different* from the ordinary valve-in-head motor in that the wiring is enclosed in flexible metal tubing, preventing any burning of the wires or soaking with oil to cause short-circuiting. The system of wiring is entirely new and is not used on any other car on the market at the present time.

It is *different* from the ordinary valve-in-head motor in that we use the world's standard Zenith carburetor, the simplest in construction, most efficient and economical ever designed, enabling us to obtain a mileage of 28½ to 30 miles per gallon.

Because of these *differences* the Chevrolet motor should have your consideration. "As a rifle is to a shotgun, so is the Chevrolet to any other motor built."

The Clutch Collar

The clutch collar used on the Chevrolet is one of the greatest refinements made in automobile construction in the last ten years. This is a patented device, owned by the company, covered by eleven claims, used exclusively on the Chevrolet car. It cannot be found on any other car at any price. The clutch collar is usually the most annoying and the most expensive small part of a motor car, and has more to do with the satisfactory running than any other.

By reason of closeness of fit, constant pressure and centrifugal action, the ordinary clutch collar is almost impossible to lubricate, causing heating and burning out of the clutch collar, cutting of clutch hub, making impossible the easy shifting of gears. By the use of our internally lubricated clutch collar, the defects above mentioned are eliminated and the expense of frequent replacement is entirely done away with.

Our collar is a coed bronze casting, holding about a cupful of oil. Through the shell at proper distances special wood plugs are inserted, extending into the oil receptacle, through which plugs the oil exudes (or sweats), delivering the oil to the center of the clutch hub, the centrifugal motion carrying it to the outside, preventing friction, heating and cutting. The collar carries sufficient oil for about two months' use and can be easily refilled through a cover in the top of the casting. *This of itself is worth the price of the car.*

Transmission

The transmission is practically noiseless on all gears which are made of nickel steel, heat-treated. The shafts and bearings are most liberal, the shifting device positive and easy to operate. The transmission is designed to handle with a liberal factor of safety a motor developing fully 40 h.-p.

Brakes

Attention is called to the size and construction of the brakes used on the "BABY GRAND" car. Rarely do you find such generous braking surface in a car of this size. A powerful car requires good and efficient brakes.

Steering Gear

Safety first!

The steering gear is so designed, so reinforced and of such quality of material that the maximum safety of the occupant of the car is at all times assured. It will please us to have you compare our steering gear with that used in any other medium-priced automobile made in the United States.

Axles

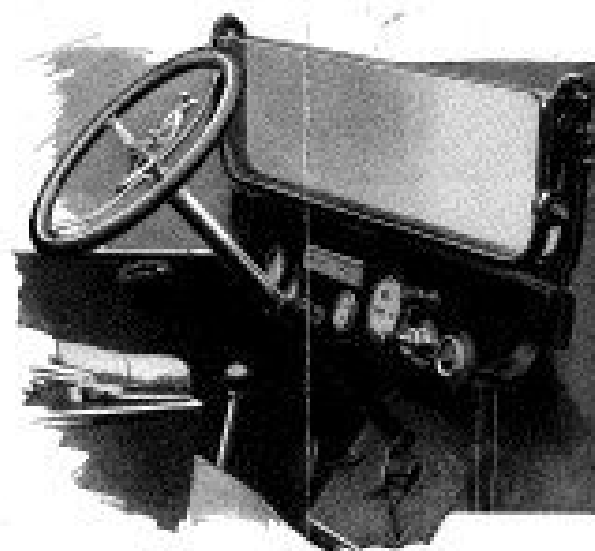
Our axles are made of the best materials—heat-treated by special process and of sufficient strength to carry 75% overload in weight and power. To convince yourself, look at the size of the pinion gears and the thickness of the ring gears in the differential and the size of the axle-shaft in the Chevrolet "BABY GRAND."

Spring Suspension

The springs, of highest quality steel, are arranged to carry the load *between the axles*, with the center of gravity so well maintained that the car holds the road beautifully at all speeds, and at the same time "rides like a cradle."

The "BABY GRAND" is every inch a car, complete in every detail, of sufficient wheelbase, 106 inches, to insure perfect riding qualities. A fine, luxurious, five-passenger car of sturdy construction, *not for one year and then the scrap-heap*, but a car built for ten years of service, and economical from that standpoint. A good, substantial car cannot be built of extremely light weight. The Chevrolet has the weight necessary for continued and satisfactory service. The Chevrolet car has no superior in hill-climbing ability, and few at any price excel it in speed performance.

One of the remarkable features of the Chevrolet car is that, regardless of its size, weight and performance, the motor is not as large as in the small ---- car. This indicates that the motor design must be quite perfect and that other startling claims made by us can be substantiated.



Specifications, Chevrolet "Baby Grand"

MOTOR—Four-cylinder, valve-in-head $3\frac{11}{16}$ -inch bore, 4-inch stroke.
CYLINDERS—Cast en bloc, with upper half of crank case. Head detachable.

VALVES— $1\frac{1}{2}$ -inch enclosed.

CONNECTING ROD BEARINGS— $2\frac{1}{8} \times 1\frac{1}{2}$, Doehler bronze back.

CRANKSHAFT BEARINGS—Front $2\frac{3}{4} \times 1\frac{1}{2}$; center $2 \times 1\frac{3}{16}$; rear $3\frac{7}{8} \times 2$.

CENTER MAIN BEARING—Doehler bronze back.

CAMSHAFT BEARINGS—Front $2\frac{9}{16} \times 1\frac{5}{16}$; center $2 \times 1\frac{3}{16}$; rear $1\frac{7}{8} \times 1\frac{1}{4}$.

OILING SYSTEM—Splash with positive pump; individual oil pockets for each connecting rod dipper. Sight feed on dash.

CARBURETOR—Zenith improved double jet.

IGNITION—New improved Connecticut igniter system.

CLUTCH—Cone leather faced, with adjustable compensating springs.

TRANSMISSION—Selective type, three speeds forward and reverse.

COOLING—Thermo-syphon system, radiator of extra size, with large overhanging tank carrying head of water over valves at all times.

REAR AXLE—Semi-floating type. Heat-treated shafts running on Hyatt roller bearings. Gear 4 to 1.

FRONT AXLE—Drop forged, I-beam, with integral yokes, tie-rod ends and steering spindles. Wheels fitted with large cup and cone ball bearings.

BRAKES—Service, external contracting; emergency, internal expanding; 12-inch brake drums.

TIRES— $32 \times 3\frac{1}{2}$ inches; *non-skid on rear*.

DRIVE—Left-side, center control.

STEERING GEAR—Worm and worm wheel, 17-inch steering wheel with inserted spider.

GASOLINE SUPPLY—16-gallon tank hung on rear of car, pressure feed with automatic check valve.

BODY—Five-passenger touring type, streamline with deep cowl and instrument board. Extra wide doors with *concealed hinges*.

FINISH—Chevrolet Brewster green.

WHEELBASE—106 inches.

EQUIPMENT—Mohair tailored top and side curtains—windshield—three lamps. Single-wire lighting system is used with both small lamp and large lamp in the headlight. This does away with the necessity for sidelights. Electric horn—speedometer—demountable rims, with extra rim—tire irons—license holders, complete tool equipment.

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